

Hazardous Wildlife Attractants / Aviation Stormwater Manual Task Force Meeting
Meeting Summary
December 18, 2006 1 p.m.
Puget Sound Regional Council Conference Room
1011 Western Avenue, Suite 500, Seattle

Task Force Members Present:

Becky Stanley – Sierra Club
Greg Wingard – Waste Action Project
Ed Abbasi – Department of Ecology
Laurence Schafer – United State Department of Agriculture, Wildlife
Cayla Morgan – Federal Aviation Administration
Jenna Friebe – Parametrix
Paul Fendt – Parametrix
Dave Felstul – Herrera Environmental
Jeff Robb – Port of Port Angeles

Members of the Public Present:

Chas Talbot – Regional Commission on Airport Affairs

Welcome:

WSDOT Aviation Senior Planner, John Shambaugh, welcomed task force members and outlined the meeting agenda, which included the following:

- Project Introduction
- Technical Memorandum
- Stormwater Manual Concepts
- Existing Facility
- Schedule and Next Steps

Project Introduction:

Shambaugh explained that existing stormwater guidelines help to improve water quality and habitat. He also said that it is not the intent of the stormwater guidance manual to reduce, change or amend the State Department of Ecology or federal clean water regulations. The intent of the stormwater guidance manual will be to provide guidance to airports and local jurisdictions on how they can reduce hazardous wildlife attractants associated with stormwater systems. Existing guideline materials include Ecology manuals, the Highway Runoff Manual, and Stormwater Pollution Prevention Plan. To help create stormwater guidance specific to airports, the FAA provided a grant to WSDOT Aviation. WSDOT then hired Herrera and Parametrix as its consultants. Additionally a technical committee was formed to review documents and provide feedback throughout the guidance development process.

Technical Memorandum

Dave Felstul, Herrera, said the purpose of the Wildlife Technical Memo is to:

- Identify wildlife attractants at airports.
- Evaluate stormwater design features.
- Recommend changes to designs.
- Direct stormwater manual efforts.

Felstul explained that the memo's content would include information sources, hazardous wildlife at airports, regulatory requirements, FAA stormwater guidance, airport stormwater management guidance, wildlife attractants at airports, mitigating wildlife hazards at airports, recommendations, and appendices. Airport stormwater guidance includes:

- Wildlife hazard management plans.
- Stormwater management plans.
- Summary of existing stormwater design guidance for airports.

Felstul also described in detail the various wildlife attractants at airports, which include vegetation, ponds, habitat quality, attractants for Canada Geese, as well as other operations, food sources and shelter attractants. He also described deterrents for each.

Felstul then presented the Tech Memo recommendations, which include:

- Factor attractants/deterrents into stormwater design.
- Minimize attractants – open water.
- Include deterrence – shrub/scrub.
- Consider other airport needs including health and safety.
- Acknowledge differences: airports vs. other land uses, and the differences between individual airports.

Stormwater Manual

Paul Fendt, Parametrix, explained that the Technical Memo would provide the framework for the end product: a stormwater manual that would address hazardous wildlife around airports. He said that some considerations for the manual include:

- Ensure consistency with Ecology manuals.
- Follow format of WSDOT HRM.
- Do not repeat non-changing sections: hydrology/hydraulics and underground Best Management Practices (BMPs).

Fendt then went on to describe various BMP and stormwater control modifications including:

- Analysis and methods.

- Design detail changes.
- Prohibitions, restrictions, or operational considerations.
- Deterrents and obstructions.
- Guidance manual text modifications.

Conclusion and Next Steps

WSDOT, Parametrix and Herrera gave task force members a briefing on next steps, which will include:

- Using Tech Memo to direct redesign
- Acknowledge airport differences, but produce single set of guidance.
- BMP changes to include analysis as well as actual design.
- Schedule due for completion by August 2007.

Comments and Discussion:

The aircraft bird strike accident data is sometimes misleading since many bird strikes go unreported.

Additional representation from an environmental group is needed on the task force.

An airport-specific stormwater manual is needed because the current “one size fits all” manual is not working.

There are challenges involved in defining certain attractants. For example, does a “pond” have to exist for a couple of days/weeks/months, etc. to be considered a pond?

The goal of the manual is to minimize wildlife attractants and control them.

FAA Advisory circulars are recommendations, not regulations.

The new stormwater manual would add clarity and provide recommendations on existing BMPs. It will be a tool for communities. Information contained in the manual will serve as guidelines – not regulations.